



# briefing notes - road safety issues

## Mackenzie District

New Zealand Transport Agency, (NZTA), has prepared this road safety issues report. It is based on reported crash data for the 2005–2009 period. The intent of the report is to highlight the key road safety issues to help identify possible ways to reduce the number of road deaths and injuries in Mackenzie District.

In March 2010 the Government released a new strategy, “Safer Journeys”, to build on the gains made under the Road Safety to 2010 Strategy. The focus of these Issues Reports has changed to reflect the new strategy. Many of the issues reported on in the past fit neatly into the new strategy. An explanation of where things fit is included in this report.

The issues chosen for this report are drawn from: the most common crash types, those that appear over-represented when Mackenzie District is compared to similar local bodies, those with high social cost, (high numbers of fatal and serious crashes), or those that are a priority under Safer Journeys.

We have included a brief overview of crashes in the district.

We encourage Mackenzie District to delve deeper into the highlighted issues and other road safety issues in the district. Contact the NZTA Southern Performance Information Team in Christchurch for additional information from the Ministry of Transport’s Crash Analysis System (CAS).

Major road safety issues		2009 road trauma	
	Note Issues are not in any order	Casualties	Mackenzie District
<b>Mackenzie District</b>			
Straight road - loss of control or head-on		Deaths	0
Bend - loss of control or head-on		Serious casualties	9
		Minor casualties	38
<b>Nationally</b>		Crashes	Mackenzie District
Speed		Fatal crashes	0
Alcohol / Drugs		Serious injury crashes	8
Young Drivers		Minor injury crashes	22
Roads and Roadsides		Non-injury crashes	36
Motorcyclists			

## Safer Journeys

For the past few years road safety in New Zealand has been directed by the Road Safety to 2010 strategy. This strategy was introduced in 2003 and aimed to reduce deaths and casualties from road crashes.

In March 2010 the Government released a new strategy, "Safer Journeys", to build on the gains made under the Road Safety to 2010 strategy.

Under this new strategy, road safety will be looked at from a system wide approach rather than focusing on the road user. The emphasis will be on improving all the parts road transport system that impact on safety; the road, the vehicle, travel speeds and the road user.

A number of areas were chosen as the areas of focus under the strategy. These areas were assigned a priority, based on research that shows five major areas of concern, five areas of lesser concern, and three areas where continued focus is needed, or concern is emerging.

These divisions are shown in the table opposite. This table is a direct extract from page 12 of the Safer Journeys document, which can be found at:

<http://www.transport.govt.nz/saferjourneys/Documents/SaferJourneyStrategy.pdf>

In this year's Road Safety Issues Briefing Notes changes have been made to the wording, and to the data presented, to better reflect and emphasise the connections to the new strategy.

On the following page we present a table that shows the areas of "high concern" under the Safer Journeys strategy. This table allows some relative comparison of the Safer Journeys priorities across the local bodies and regional authorities in the Canterbury / West Coast Region of the New Zealand Transport Agency.

**Table 3 – Safer Journeys' areas of concern and the Safe System**

AREAS OF CONCERN WE WILL ADDRESS	WHERE WE WILL TAKE ACTION ACROSS THE SAFE SYSTEM			
	SAFE ROADS AND ROAD-SIDES	SAFE SPEEDS	SAFE VEHICLES	SAFE ROAD USE
<b>Areas of high concern</b>				
Reducing alcohol/drug impaired driving			✓	✓
Increasing the safety of young drivers	✓	✓	✓	✓
Safe roads and roadsides	✓			
Safe speeds	✓	✓	✓	
Increasing the safety of motorcycling	✓	✓	✓	✓
<b>Areas of medium concern</b>				
Improving the safety of the light vehicle fleet			✓	✓
Safe walking and cycling	✓	✓	✓	✓
Improving the safety of heavy vehicles	✓	✓	✓	✓
Reducing the impact of fatigue	✓	✓	✓	✓
Addressing distraction	✓		✓	✓
Reducing the impact of high risk drivers		✓	✓	✓
<b>Areas of continued and emerging focus</b>				
Increasing the level of restraint use			✓	✓
Increasing the safety of older New Zealanders	✓	✓	✓	✓

For some priorities (eg motorcycling), complementary action will be taken across all four areas of the Safe System. For others (eg reducing the impact of drink driving or safe roads), more effort would be focussed on one or two of the four Safe System areas.

Source  
 Safer Journeys, Road Safety Strategy 2010-2020  
 Ministry of Transport  
 March 2010

Status of the areas of "high concern" from Safer Journeys 2020 - Canterbury / West Coast Region  
(table is based on 2005 to 2009 fatal and serious crashes - local roads as well as State Highways)

Area of concern	Reducing alcohol and drug impaired driving	Increase the Safety of young drivers	Safer roads and roadsides		Reducing speed related crashes	Increasing the safety of motorcycling
Measure	Percentage of crashes with this factor	Percentage of at fault drivers 24 years or less	Percentage of crashes with an object struck	Number of intersections with two or more fatal or serious casualties in the last five years	Percentage of crashes with this factor	Percentage of crashes involving a motorcyclist
Buller District	17	26	58	0	32	29
Grey District	20	23	49	1	29	31
Westland District	16	32	56	0	32	22
Kaikoura District	15	24	62	0	38	28
Hurunui District	18	21	64	0	34	16
Waimakariri District	20	32	50	3	17	15
Christchurch City	16	34	31	83	15	22
Selwyn District	20	26	45	5	16	17
Ashburton District	21	28	45	2	25	16
Timaru District	18	35	36	2	17	27
Mackenzie District	6	23	63	0	13	3
Waimate District	30	36	45	0	23	23
Chatham Islands	38	17	75	0	25	38
West Coast Region	17	34	55	1	31	27
Canterbury Region	17	31	39	95	18	20
New Zealand	23	34	45	446	23	18



## Overview

In 2009 on Mackenzie District local roads there were 8 reported injury crashes, of which 2 were serious. In addition, on State Highways there were 22 reported injury crashes of which 6 were serious.

The table below shows the number of casualties resulting from the 30 injury crashes by rural or urban areas (rural is defined as an area with a speed limit of 80km/h or more).

Casualties 2009 Mackenzie District				
	Fatalities	Serious injuries	Minor injuries	Total
Rural	0	8	35	43
Urban	0	1	3	4
Total	0	9	38	47

In 2009, over 90 percent of fatal and injury crashes were on roads in the rural areas of the District. In the same period almost three quarters of the crashes were on State highways in the District.

In 2009 there were no fatal crashes in the district. This has not happened since 2004

Crash trends in Mackenzie District				
Year	Fatal Crashes	Serious Crashes	Minor Crashes	Total Crashes
2000	1	6	12	19
2001	0	4	10	14
2002	2	10	9	21
2003	3	4	13	20
2004	0	4	12	16
2005	2	7	11	20
2006	2	1	24	27
2007	1	5	17	23
2008	3	3	16	22
2009	0	8	22	30

The following table illustrates where the issues considered for this report fit within the Safer Journeys priority. The numbers and percentages give an indication of how they fit in the priorities for Mackenzie District.

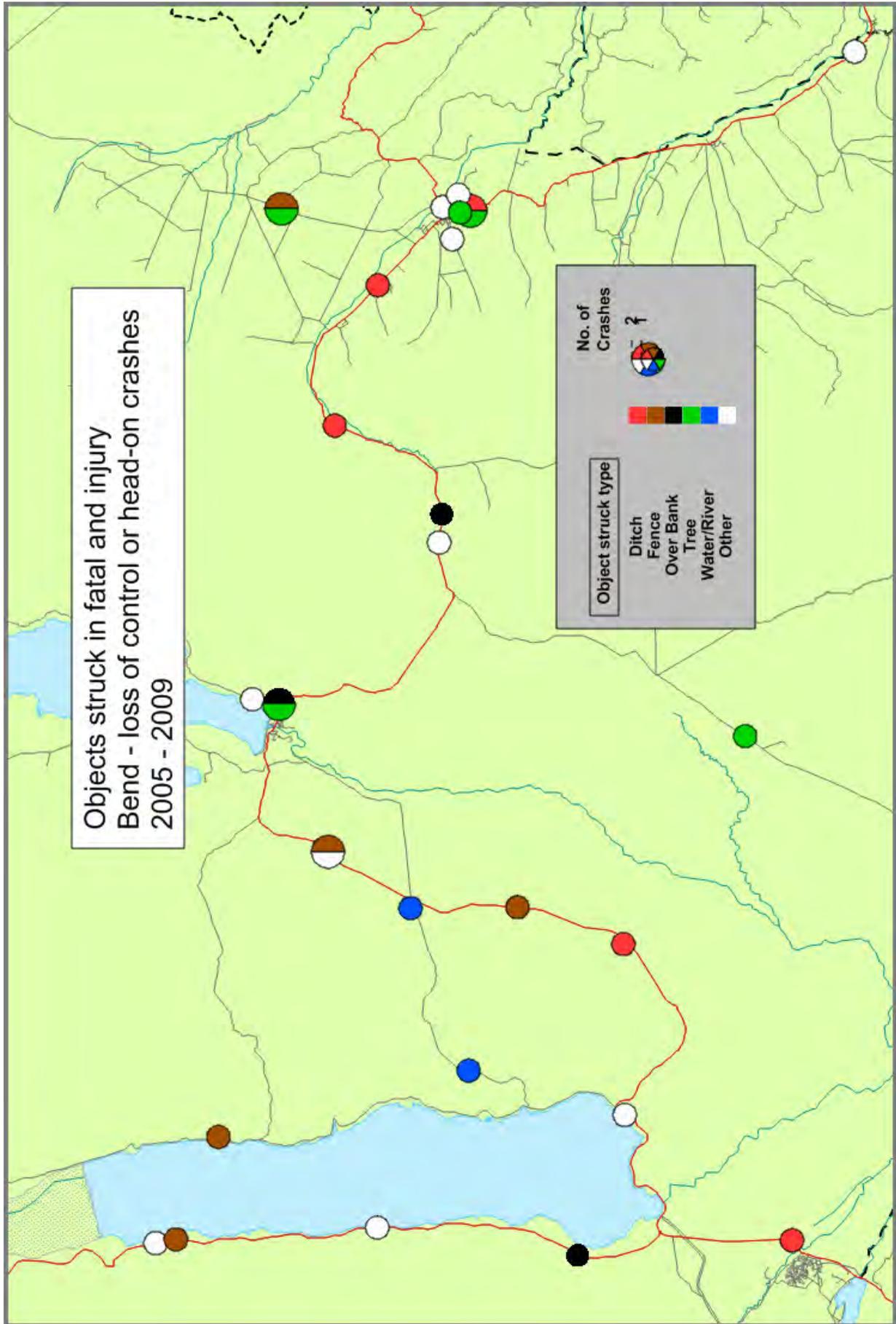
Crash characteristics (2005 to 2009) Mackenzie District				
Crash type or contributory cause	Percent fatal and serious crashes	Percent all injury crashes	No. of injury crashes	Safer Journeys priority
Alcohol	6	11	13	1
Too fast	13	16	20	1
At bends	56	55	67	1
On straights	38	33	40	1
Intersections	9	11	13	1
Road factors	16	19	23	1
Motorcycling	3	4	8	1
Young drivers	23	31	38	1
Fatigue	31	23	28	2
Distraction	9	6	19	2
Pedestrians	0	1	1	2
Cycling	0	2	2	2
Heavy vehicles	3	8	10	2
Older road users	10	6	7	3
Overseas drivers	34	30	38	-

Further information about the 36 injury crashes on local roads in Mackenzie District, 2005 to 2009:

- 3 deaths, 8 serious injuries and 45 minor casualties
- Five year age group with most at fault drivers in injury crashes: 20 to 24 years (23 percent of at fault drivers)
- Social cost of crashes in 2009 \$2.05 m

Further information about the 86 injury crashes on State Highways in Mackenzie District, 2005 to 2009:

- 8 deaths, 24 serious injuries and 102 minor casualties
- Five year age group with most at fault drivers in injury crashes: 20 to 24 years (17 percent of at fault drivers)
- Social cost of crashes in 2009 \$6.29 m



## Straight road -loss of control or head on

Between 2005 and 2009, 33 percent of all fatal and injury crashes in Mackenzie District were straight road - loss of control or head on crashes. These 40 crashes resulted in 7 deaths, 12 serious injuries and 43 minor injuries.

Straight road - loss of control or head on crashes Mackenzie District				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	1	2	6	9
2006	1	0	6	7
2007	1	3	5	9
2008	1	1	6	8
2009	0	2	5	7
Total	4	8	28	40

These crashes occurred when a driver lost control and either ran off the road or collided with another vehicle. If drivers lose control, they may crash into roadside hazards such as ditches, banks, poles or trees. Hitting roadside objects can result in a minor off-road event becoming more serious.

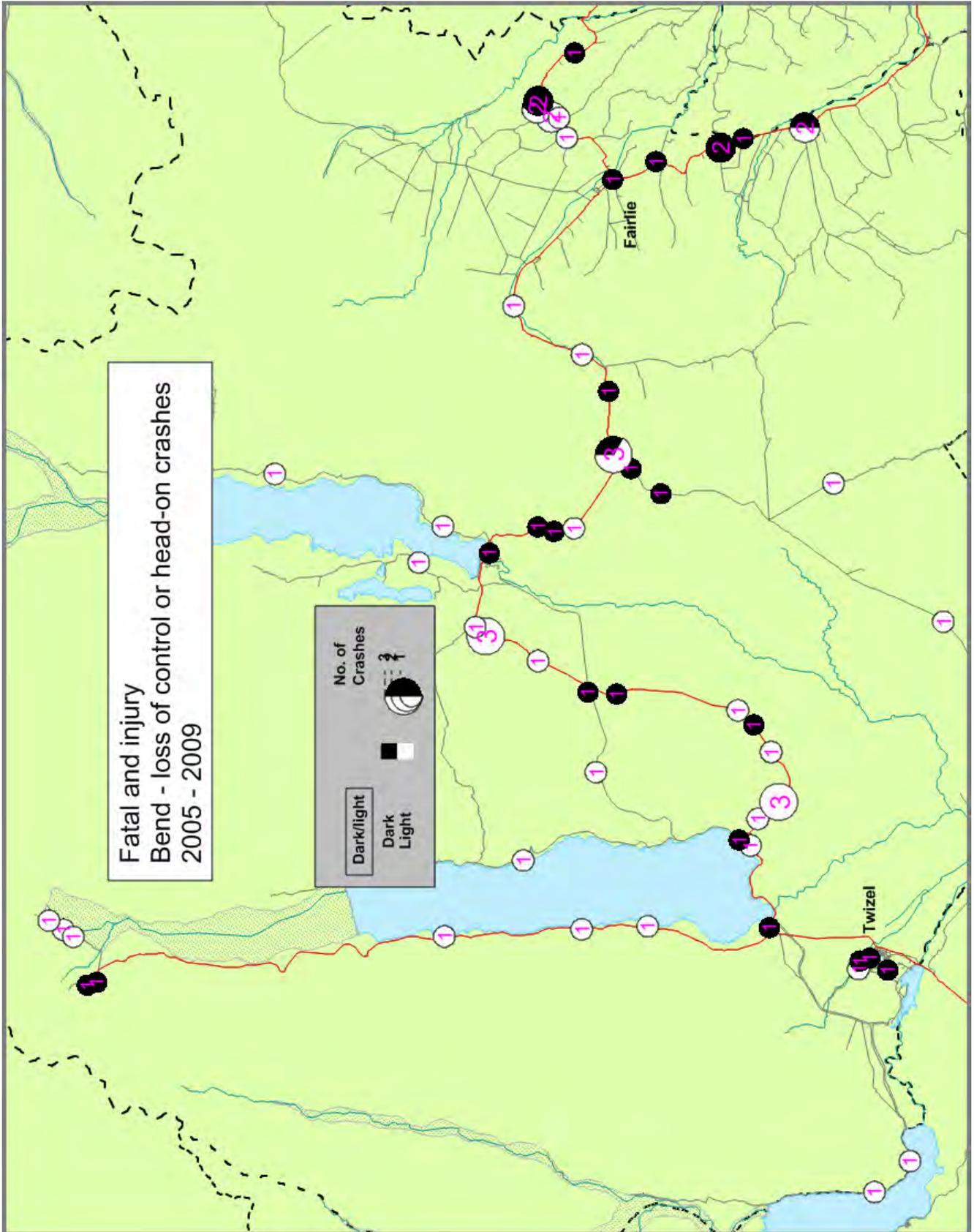
Ages of at fault drivers in straight road related crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	5	2	7
20 to 24	2	3	5
25 to 29	4	2	6
30 to 39	3	2	5
40 to 49	3	0	3
50 to 59	5	3	8
60 to 69	1	0	1
70 and over	2	2	4
Total	25	14	39

Further information about the 10 injury straight road - loss of control or head on crashes on local roads in Mackenzie District:(2005 to 2009)

- 1 death and 12 minor injuries
- Most common crash type "off road to left"
- 40 percent of crashes involved alcohol
- 20 percent of crashes involved speed
- No "road factors" were reported
- 20 percent involved fatigue
- 80 percent resulted in a roadside hazard being struck
- Commonly struck objects were fences, trees, water/river
- No crashes on wet or icy roads
- 30 percent at night
- Worst month January
- Worst day of week Friday
- Worst time period - 6 am to 6 pm

Further information about the 30 injury straight road - loss of control or head on crashes on State Highways in Mackenzie District (2005 to 2009):

- 6 deaths, 12 serious injuries and 31 minor injuries
- Most common crash type "off road to left"
- 7 percent of crashes involved alcohol
- 7 percent of crashes involved speed
- 20 percent involved "road factors"
- 47 percent involved fatigue
- 63 percent resulted in a roadside hazard being struck
- Commonly struck objects were ditch, tree, over bank and fence
- 23 percent on wet or icy roads
- 23 percent at night
- Worst month December
- Worst day of week Saturday
- Worst time period 3 pm to 6 pm



## Bend - loss of control or head on

Between 2005 and 2009, 55 percent of all injury crashes in Mackenzie District were bend - loss of control or head on crashes. These crashes resulted in 4 deaths, 18 serious injuries and 85 minor injuries.

2009 saw the highest number of injury crashes in the last five years. However almost three quarters were minor injury, and there was no fatal crashes.

Bend - loss of control or head on crashes Mackenzie District (2005 - 2009)				
Crash year	Fatal crashes	Serious crashes	Minor crashes	Total
2005	1	4	4	9
2006	1	1	14	16
2007	0	2	11	13
2008	2	2	6	10
2009	0	5	14	19
Total	4	14	49	67

Almost three quarters of at-fault drivers in these crashes were males. Young drivers, those aged from 15 year to 24 years made up 35 percent of at fault drivers.

At fault drivers in Bend - loss of control or head on crashes 2005 to 2009			
Ages	Male	Female	Total
15 to 19	5	3	8
20 to 24	10	5	15
25 to 29	8	3	11
30 to 39	9	3	12
40 to 49	7	4	11
50 to 59	4	1	5
60 to 69	2	0	2
70 and over	1	0	1
Total	46	19	65

If drivers lose control, their vehicles they may crash into roadside hazards such as ditches, banks, poles or trees. Hitting roadside objects can result in a minor off-road event becoming more serious.

The most common roadside hazards struck in injury bend - loss of control or head on crashes in Mackenzie District were over bank (12) and fence (10) from a total of 47 objects struck.

A roadside hazard was struck 60 percent of bend - loss of control or heads on crashes.

Further information about the 23 injury bend - loss of control or head on crashes on local roads in Mackenzie District, (2005 to 2009):

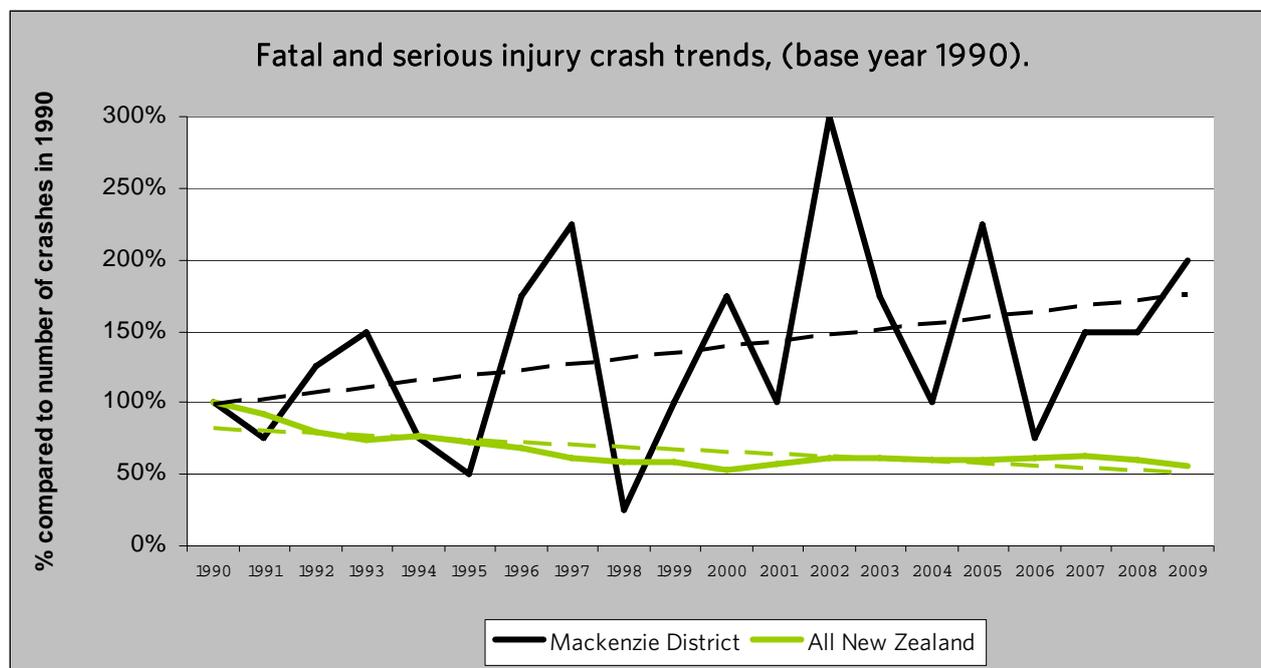
- 2 deaths, 8 serious injuries and 30 minor injuries
- 22 percent of crashes involved alcohol
- 22 percent of crashes involved speed too fast for the conditions
- 22 percent involved road factors
- 65 percent involved poor handling
- 61 percent were on rural roads
- 9 percent were on wet or icy roads
- 39 percent were at night
- Worst month February
- Worst days of week Wednesday, Saturday
- Worst time period midday till 3 pm

Further information about the 44 injury bend - loss of control or head on crashes on State Highways in Mackenzie District, (2005 to 2009):

- 2 deaths, 10 serious injuries and 55 minor injuries
- 5 percent of crashes involved alcohol
- 23 percent of crashes involved speed too fast for the conditions
- 23 percent involved road factors
- 64 percent involved poor handling
- 98 percent were on rural roads
- 32 percent were on wet or icy roads
- 41 percent were at night
- Worst month July
- Worst day of week Thursday
- Worst time period 3 pm till 6 pm

## Looking back - the last two decades.

The vision of the Government’s “Safer Journeys” road safety strategy is “A safe road system that is increasingly free of road deaths and serious injuries”. The chart below illustrates the progress made in reducing fatal and serious casualties since 1990, for both Mackenzie District and for the country as a whole.



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